

SIX DOLLARS
PER QUARTER

Shipping.

Hongkong, 25th August, 1951.

IMMIGRATIONS.

DAKIN BROS. OF CHINA,
LIMITED,
DISPENSING CHEMISTS.

WINE AND SPIRIT DEPARTMENT.

WHISKY, SCOTCH. F. O. S. DAKIN.
A blend of the finest Whiskies produced in
Scotland, fully matured in wood before bottling.
White Capsule \$10 per dozen, \$1 per bottle.

BENAVON.—A perfectly pure clean spirit
with a distinct peat taste; entirely free from fusel
oil or other deleterious substance.
Square bottle, Gold Capsule, \$7 per dozen,
65 cents per bottle.

DAKIN BROS. OF CHINA, LIMITED.

(Telephone No. 60.)

No. 23 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 20th October, 1890.

WINES AND SPIRITS.

BY APPOINTMENT.

A. S. WATSON & CO., LD.
(ESTABLISHED A.D. 1841.)
HONGKONG.

WE invite attention to the following old
lauded Brands, all of which are of ex-
cellent quality and good value for the money.
The same being specially selected by our
London House, and bought direct from the most
noted Shippers, are imported in wood and bottled
by ourselves, thus enabling us to supply the
best growths at moderate prices.
In ordering it is only necessary to state
the name and quantity of Wine or Spirit wanted,
and initial letter for quality desired.
Orders through Local Post or by Telegram
receive prompt attention.
PORTS. (For Invalids and general use.)

	Per Case	Per Bottle
A. Alto Douro, good quality, Green Capsule.....	\$10	\$1.00
B. Vintage, Superior quality, Red Capsule.....	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50
SHERRIES.		
A. Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C. Manzanilla, Pale Natural Sherry, White Capsule.....	10	1.00
CC. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D. Very Superior Old Dry, White Seal Capsule.....	10	1.00
E. Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled).....	14	1.50
CLARETS.		
A. Superior Breakfast Claret, Red Capsule.....	\$4	\$4.50
B. St. Estephe, Red Capsule.....	4.50	5.00
C. St. Julien, Red Capsule.....	7	7.50
D. La Rose, Red Capsule.....	11	12.00
BRANDY.		
A. Hennessy's Old Pale, Red Capsule.....	\$12	\$1.10
B. Superior Very Old Cognac, Red Capsule.....	14	1.25
C. Very Old Liqueur Cognac, Red Capsule.....	18	1.50
D. Hennessy's Finest Very Old Liqueur Cognac, 1875 Vin- tage, Red Capsule.....	24	3.00
SCOTCH WHISKY.		
A. Thorne's Blend, White Cap- sule.....	8	0.75
B. Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark.....	8	0.75
C. Watson's Abellon-Glenlivet, Red Capsule with Name and Trade Mark.....	8	0.75
D. Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10
IRISH WHISKY.		
A. John Jameson's Old, Green Capsule.....	8	0.75
B. John Jameson's Fine Old, Green Capsule.....	10	1.00
C. John Jameson's Very Fine Old, Green Capsule.....	12	1.10
GRANVILLE BOURBON WHISKY, Green Old, Red Capsule, with Name.	10	1.00
GIN.		
A. Fine Old Tom, White Capsule.....	4.50	0.40
B. Fine Unsweetened, White Capsule.....	4.50	0.40
C. Fine A. V. H. Geneva.....	4.25	0.50
RUM.		
Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Lizard Island.....	\$1.50	per Gallon.
LIQUEURS.		
Benedictine	Manzanilla	
Chartreuse	Hering's Cherry Cordial	
	Dr. Slegert's Angostura	
	Bitters, &c.	

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST EMPHATICALLY
REMINDED THAT ALL Subscriptions must
be paid in advance.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 29, 1890.

TELEGRAMS.

ENGLAND AND PORTUGAL.

LONDON, October 16th.
In the Portuguese Chamber, the Premier said
that Government were unable to recommend
the adoption of the "African convention,"
but intimated that they were willing to
accept amendments. He also said that unless
the recent gunboat incident on the Nambei
was explained satisfactorily the difficulty of a
speedy settlement was likely to be aggravated.

SMOKELESS POWDER.

October 17th.
The official experiments which have been
made prove the great superiority of the cordite
new smokeless powder.

AFRICA.

October 27th.
An Italian East Africa Company has been
founded with a Capital of 20,000,000 francs.

LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s steamer *Hongkong* left
Shanghai for this port yesterday morning.

A GOLF Handicap will be played off to-morrow
(Thursday) and the following day, entries
close at noon to-morrow.

NEWS was received from the north to-day that
the steamer *Ly-ee-moon*, which ran ashore in
Silver Island Pass, had got off, with the aid of
the *Shanghai*.

MR. HENRY STOCKWELL, who was tenor of Miss
Amy Sherwin's company in Hongkong, has
been engaged for a series of forty concerts
by Madame Patey in Australia.

It must not be forgotten that Lincoln and
laureate will be on tap for this night only, at the
Theatre Royal. To-morrow evening the Sha-
men residents at Canton will be his victims.

An Emergency meeting of St. John Lodge, No.
618, S.C., will be held in Freemasons' Hall,
Zelland Street, this evening, at 8.30, for a good
purpose. Visiting brethren are cordially invited.

FOURTEEN men from the steamer *Gladstone*
were brought before the Master Attendant last
week for refusal of duty on the ground of a leaky
forecastle. The evidence showed that the fore-
castle had since been repaired, but the Shipping
Master who examined the place said it was in a
filthy condition. The ringleaders—the boat-
swain and a seaman—still refusing to return to
the ship were sentenced to twelve weeks' im-
prisonment each. The remaining twelve were
elected to return to duty.

"It will be bad for the coo" said Stephenson
when asked what would happen to a coo were
it to attempt to walk across a railway track just
as a train came along. It was equally bad for
a coo that ventured on to the Race-course last
night, for Pao Aun, a coffee room waiter at the
course, shot her as dead as a door nail with a
double-barrelled gun. The bellicose waiter had
a look in at the Police Court this morning, in
consequence thereof, and will return thither
next Monday to settle the matter with Mr. Wise.

A BANGKOK correspondent writes that during
the very bad weather which the Siamese
gunboat *Mahut Rajakumar* experienced after
leaving here for Saigon, on a time when the
safety of the vessel depended on the maintenance
of a good head of steam, the Chinese greasers
of a good head refused to give any assistance to
get the covers on the fiddle grating, and had to
be forced into the stockhole and locked there to
keep their watch below during the heaviest of
the weather. They seemed as if they did not
care whether the ship sank under them or not,
and they were all sea sick more or less.

At the Race-course this morning while the
Griffins were being exercised inside the paddock,
a chestnut, one of the most promising of the lot,
became frightened at some loose boards covering
a drain, and in spite of the plucky efforts of the
mafo, who was thrown down and dragged for
some distance, the pony succeeded in getting
away, and after running about the paddock for
some time made straight for the gate leading to
the road. That being closed, he ran blindly
into it, and, colliding with a broken iron bar,
was instantly killed, having broken his neck and
the bone of his forehead. The manner in which
the surface drain leading across the paddock is
covered with loose boards makes it a very
dangerous nuisance to these half-broken ponies
while being led over it.

ON Monday week a fatal accident happened at
Sapatoon, Bangkok, resulting in the death of a
Siamese coachman of some 18 years. Capt. D.
V. Creighton, of the Royal Military College, and
Baron Wedelsberg, of the cavalry, hired a
carriage and drove to Sapatoon with the inten-
tion of enjoying a morning's shooting. Having
arrived close to the ground, the officers began to
load, and whilst doing so the horse stopped.
The coachman being unable to start it again, left
the carriage for the purpose of starting the
animal. Before doing so he had placed his
left leg in the carriage, when the motion of
the vehicle caused the left barrel to explode,
lodging its contents in the unfortunate coach-
man's back, causing his death soon afterwards.
The *Bangkok Times* says that the affair has so
upset Captain Creighton that he contemplates
leaving the country although he had done all in
his power to make amends to the only relative
of the unlucky man, his father, by making him
a present of five cattle, which, to a native of his
station, is a very handsome and substantial
reward.

At a meeting of the British Mercantile Marine
Officers' Association held at the Marine Hotel
last night, it was announced that the Liverpool
Association had formed a federation of all the
Shipmasters' and Mercantile Marine Officers
Associations throughout the United Kingdom and
that the local society was consequently part, and
parcel of the "Shipmasters and Officers Federa-
tion" which numbers over 10,000 strong. The
Chairman, Mr. Bathurst, in a lengthy address
said that the great fact was now established
that an old and powerful body like the Mercan-
tile Marine Service Association, incorporated by
special Act of Parliament, with members all
over the globe, had united with kindred
bodies of "later growth," and that they,
one and all, had been for some months
engaged in maturing plans for a
close compact in order to defend the
shipping industry from what they clearly saw to
be imminent disaster. Such facts were full
of the deepest significance, and their actions, being
in no wise inimical to the interests of owners,
merited the warmest commendation of all con-
cerned. The Federation, he said, was strongly
opposed to alliance with what were known as
Labour Unions.

THE P. M. S. Co.'s steamer *China*, with
mail, &c., from San Francisco to the 9th inst.,
via Honolulu, has arrived at Yokohama, and
will leave for this port to-morrow.

MR. Griffiths, our "only" photographer, is send-
ing out some very pretty clusters of local scenes
in the form of Christmas cards. They would
be very acceptable novelties to home friends.

THE N. C. Daily News understand that negotia-
tions, which it is hoped will result successfully,
are going on between the China Merchants' and
the Indo-China Companies.

To the general disappointment, Miss Gracie
Plaisant was so unwell yesterday that last
evening's production of "Madame Favart" had
to be cancelled. The charming little lady, who
we are glad to hear, is somewhat better to-day.

H.M.S. *Rattler* and *Redpole* returned here last
evening from Swatow, having been recalled from
the prosecution of their search for the
Firebrand, which, as previously reported, arrived
in Shanghai last Monday after a very stormy
voyage, occupying fully twenty-two days.

SIX cats-and-pork-butchers, proven to have
brutally ill-treated pigs by lashing them
round the hind fetlocks with string, and suspen-
ding them to hook scales, for weighing purposes,
were compelled to pay a fine of \$10 apiece, at
the Police Court to-day, by order of Mr.
Worleshouse.

"Has that bath eyes to see let him see!" Just
so, and any old resident with the bump of
observation who strolls along Graham,
Cochrane, Stanley and other choice streets of our
unique city will be struck with the great reduc-
tion that has taken place in the "clubs" which
abounded in those localities until the anti-
gambling crusade commenced in September,
with the sentence of half a dozen "fak" club
managers and secretaries to six months' im-
prisonment with hard labour. The vigour with
which the police pressed into these horrid
dens since that now memorable magisterial
day, and the appearance of the "terror" on the
No. 2 Bench, has had the effect of scaring these
unprincipled villains, and they are now seeking
fresh fields and pastures new in neighbouring
cities, Macao not excepted.

DURING a terrific gale near Swatow in the early
part of this month a whole fleet of fishing craft
was completely lost, the number of people
drowned being variously estimated at from 300
to 500 people. The Chinese assert that thou-
sands must have been drowned, but that is
probably a gross exaggeration, though it may
possibly be near the mark if there really are
700 or 800 boats lost. The storm evidently
came upon the fleet with little or no warn-
ing, and with such force that none of
the boats were strong enough to weather it.
Numbers of the bodies of the unfortunate fisher-
men are being washed ashore all along the coast,
for a distance of two or three miles, and as the
officials are too niggardly to have them respect-
fully interred they lie rotting in the sun,
emitting revolting odours and constituting food
for dozens of half-starved village "woks."

THE following is the result of the ballot for
strokes, picking of crews, coxswains, boat-
stewards, etc., for the Chairman's Cup in the
approaching Regatta:—
Station No. 1.—*Thistle*. Station No. 2.—*Rose*.
Kennedy (stroke) Potts (stroke)
Duncan Sample
Young Barff
Meigens Aitken
Boyd (cox.) Fredericks (cox.)
Station No. 3.—*Victoria*. Station No. 4.—*Leak*.
Stephen (stroke) Skott (stroke)
Fearon Ough
Slade Lucas
Smythe Taylor
Caldwell (cox.) Sampson (cox.)
Station No. 5.—*Kornblume*.
Duer (stroke)
Master
Dalby
Anderson
Stapani (cox.)

Days for practising:—Tuesday, Thursday, and
Saturday.

EVERY case of fatal voluntary starvation, says
the *Shanghai Mercury*, recently occurred in the
French Concession. The unfortunate suicide, as
in nearly all such cases, was a woman, her motive
being grief over family bereavements. It would
seem that a Chinese military commander named
Zee Chuan, recently stationed at Taiwan, lately
came to Shanghai for his health and took up his
abode in the French Concession. He was accom-
panied by his son and daughter and his
second wife. It seems as if ill-luck pursued
him; first his son took sick and died; a few
days later his daughter followed; then the com-
mander himself died, partly from disease and
partly from a broken heart. The second wife
was overwhelmed with grief as well as difficulty,
for, being a total stranger here, could not seek
advice or aid in her distress. She thereupon
resolved to destroy herself, and deliberately
refused to take any food, abstaining from all
assistance for six days, at the end of which she
died of starvation. The sad news were conveyed
to her husband's relatives, and they sent
some one to Shanghai to manage the deceased
officer's affairs, and further gave the second
wife a first wife's burial honours, which are
seldom accorded unless the recipient has done
some unusually meritorious act.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was
held on Monday last. There were present:—
His Excellency the Officer Administering the
Government (Mr. F. Fleming); Mr. W. M. Deane
(Acting Colonial Secretary); Mr. S. Brown
(Surveyor-General); Mr. E. J. Acland (Acting
Attorney-General); Mr. H. E. Woodhouse (Acting
Colonial Treasurer); Mr. N. G. Mitchell-Innes
(Acting Registrar-General); Messrs: C. P. Chater,
J. J. Keswick, P. Ryrie, T. H. Whitehead, Ho Kai,
(unofficial members), and Mr. F. A. Hazeland,
Acting Clerk of Council.

The minutes of the last meeting were read and
confirmed.

FINANCIAL MINUTE.
A financial minute recommending the Council
to vote a sum of \$480, as a gratuity to the
widow of Mr. Arthur Wagner, late Assistant
Master Surveyor and Assistant Superintendent
and Engineer of the Police Brigade, in recogni-
tion of her husband's service, was referred to the
Finance Committee.

THE PROPOSED REDUCTION OF POSTAGE.
The Acting Colonial Secretary laid on the
table the report of the last meeting of the Finance
Committee. The recommendation that the De-
partment of the Secretary of State on the proposed
reduction of postage, with the papers on the
subject, be referred to the Chamber of Commerce
for their observations, was agreed to by His
Excellency, and the Council passed the votes
recommended.

NOTICE OF MOTION.
Mr. T. H. Whitehead gave notice that at the
next meeting he would move the following
resolution:—

That the Government lay on the table a complete
and detailed statement showing:—
1.—The total amount in dollars received by this Colony on
account of the loan for £200,000.
2.—The total amount of interest paid, principal and rate to be
repaid on the loan, and the time of borrowing until
now, or to July 1st last, or any more convenient date
of this year.
3.—The total amount of commission paid to the Crown Agents
or others in connection with the loan.
4.—The total amount of charges, advertising, and all other
incidental and necessary expenses, and the time of borrowing
until now, or to July 1st last, or any more convenient date
of this year.
5.—The profit or loss in exchange on each of the amounts of
the loan repaid annually.
6.—The rate per cent. at which the loan has cost annually,
the rate to include interest, commission, and all other charges
from date of borrowing up to the most convenient date of this
year.

Mr. Whitehead also gave notice of the follow-
ing motion for the next meeting:—
That the Council postpone consideration of the Estimates for
1891 for Public Works Extraordinary No. 90 on the Abstract
List—so far as regard the following numbers under that
heading:—1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19,
20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39,
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836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850,
851, 852, 853,

The Acting Attorney-General seconded.
Carried.

THE COMPANIES MEMORANDA OF ASSOCIATION
BILL.

This Bill was considered in Committee and reported without amendment, and the Council adjourned until Monday next at half-past two.

THE HONGKONG JOCKEY CLUB.

The annual meeting of the Hongkong Jockey Club was held at the City Hall on Monday afternoon. There were present:—Messrs. W. H. Forbes (Chairman), E. L. Woodin, J. Grant, E. H. Gore-Booth, M. Grote, E. M. Rutter, G. S. Coxon, T. I. Rose, A. Karberg, W. Gosmann, A. C. Munn, J. Machado, J. Lewis, H. Hoppus, D. R. Saxon, H. Hobbins, S. R. Lamont, L. Mendel, G. H. Potts, C. Hurst, W. Armstrong, H. W. Dick, E. Robinson, J. Eckel, J. Roger, H. T. S. Green, J. M. Forbes, W. Cruickshank, A. W. Maitland, J. I. Bell-Irving, W. Slaghek, W. von Wille, S. L. Danby, R. Lyall, A. O'D. Gourdin, R. K. Leigh, O. Wegener, &c.

The Chairman proposed the adoption of the report and accounts.

Mr. Gourdin seconded, and the motion was carried.

A ballot was then taken for the election of stewards for the ensuing season, with the result that the following gentlemen were elected:—Hon. P. Ryrie, Hon. J. J. Keawick, Hon. C. P. Chater, Messrs. G. S. Coxon, W. H. Forbes, J. Grant, R. M. Gray, M. Grote, and H. Hoppus.

Mr. Maitland said he had a motion to bring forward. It had been suggested to him that an alteration should be made in by-law No. 6. At present it read "All horses and ponies must be the bona fide property of those who enter them and no one shall be allowed to ride unless a member of the Hongkong Jockey Club." He suggested that it be amended to read "No one shall be allowed to ride except members of the Hongkong Jockey Club, officers of the Army and Navy, and visitors approved by the stewards."

Mr. Danby seconded, and it was agreed to unanimously.

A vote of thanks having been passed to the Chairman and the Clerk of the Course the meeting closed.

WRECK OF A YACHT IN THE CAROLINES.

On Monday a representative of the Telegraph interviewed Capt. Dewar, late of the 11th Hussars, now of Vögele, Middlethorpe, who had arrived that morning by the *Nampan* from Manila, after losing his yacht in the Caroline Archipelago, but pressure on our space prevented the publication of the particulars he gave until now. He said that he left England in July 1887, with Mrs. Dewar, in the sailing yacht *Nampan*, 217 tons, well-known in yachting circles. After visiting Madeira and the Azores she proceeded to South America through Smyth's Channel, being the first sailing vessel that had ever ventured to do so. From South America she proceeded to the Marquesas, where Robert Louis Stevenson, the novelist, was touring. From there she went to Tahiti, Samoa, the Friendly Islands, and Fiji, whence they shaped a course to Kamschatka, afterwards visiting the Marshall Group, New Caledonia, Santa Cruz, Equatorial, the Marianas, the Bonin Islands, and Kobe. There the yacht laid up for nine months, whilst Captain and Mrs. Dewar went to England. On their return in May this year some ten Swedes were shipped to augment the crew, and the yacht left for the Carolines. Whilst on her way to Ponape, to land the navigating officer, Mr. J. Carrington, who desired to leave, Ponape was sighted, on the 28th July, and at 11.10 a.m. on the morning of the 29th the ship suddenly struck on a reef about 18 miles from the shore of the island, marked fairly accurately on the chart. She showed round right ahead, and as the current, tide, and wind set shorewards, in about twenty minutes she was hard and fast. Boats were lowered, and Capt. Carrington, taking most of the crew, proceeded to the settlement, some 16 miles away, for help. Capt. Dewar and the mate remaining on the vessel. Next day some Spanish boats came up, and a few things were got out, but the boats went away at dark, as the Spanish authorities—who were at that time making reprisals on the natives for the massacre of some soldiers—feared that it would be unwise to remain overnight. For three days attempts were made to get the yacht off, but as each succeeding tide drove her higher and drier the efforts were unsuccessful. Each night the natives plundered the vessel in crowds, destroying what they could not remove, cutting the sails and tearing down the bulkheads and fittings, but offering no violence to the Europeans, although on the second night they had to be shelled from one of the Spanish government boats before the latter ventured near. The chief trouble sustained was a large collection of curiosities collected by Capt. Dewar during the vessel's wanderings, which were nearly all taken. The yacht herself was insured for £5,000. For the next six weeks Capt. and Mrs. Dewar and the crew lived principally on the Spanish transport *Manila*, which was in Ponape at the time, having taken a body of troops to the spot to coerce the rebellious natives into submission. The party left for Manila in September, in another transport, the *Antonia Muller*. The *Comodoro* says of Mrs. Dewar that during the voyage, notwithstanding the inevitable inconvenience, she never ceased to attend with great solicitude on the poor wounded soldiers who were returning to Manila. Capt. Dewar speaks highly of his treatment on the transport, whilst on the other hand the crew wrote to the *Daily Press* this morning inveighing strongly against it. A Marine Court of Inquiry will probably be held into the wreck in a few days.

Capt. Carrington, who joined the yacht as navigating officer at San Francisco, says that the chief officer was on watch when the ship struck, and that the reef was much further from the land than it was marked on the Admiralty chart, and even the position of the island was incorrect. The vessel was only going about three knots at the time, but she soon ploughed her way up the reef, aided by the swell. He complains that the salvage was so selfishly conducted that he was left to be plundered of nearly everything, and says that the men shipped at Kobe are left destitute here, having sunk their advance in provisions, which were lost. Capt. Dewar, on the other hand, refers the men to their Consul. The vessel had sailed 47,784 miles when she was lost, her average daily run being just over 104 miles.

CORRESPONDENCE.

THE SUNDAY LABOR QUESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Having just returned from a voyage I have only now had an opportunity of reading the report of the Conference between the Chamber of Commerce and Capt. Ashton and delegation of the Marine Officers Association. I am very pleased indeed to see how well Capt. Ashton maintained his cause in the face of such an evidently biased, adverse, interested body of capitalists and shipowners, represented by Messrs. Mackintosh, Keawick, &c., with all their professed desire for the cessation of Sunday labour it is palpable to the most casual

observer that their great care was evidently to protect the shipowner from possible loss of one day's earnings.

Mr. Mackintosh asked for data regarding the number of officers employed on Sunday. Now I think that no one is in a better position than himself to provide this information seeing that the lines known as the "Blue Funnel" and "Butterfield & Swire" are the great offenders in this respect, however, in passing I might remark for Mr. Mackintosh's edification that there are on an average from fifty to sixty officers employed on steamers in this port on Sundays. Further, I may add as regards comrades on board steamers, it is no wise to suppose the European officers greater liberty, as in steamers carrying comrades there are usually only two European officers carried, one of whom is expected to sign all receipts and superintend all necessary deck work, while the other is supposed to be below looking after the stowage of cargo.

Mr. Mackintosh seems anxious to discover some method by which the Sunday labour of officers might be minimised. This is simple, "stop Sunday labour."

As regards Mr. Keawick's statement of the strong objections of the Chinese to the law, I should like to know in what way these strong objections have been shown. I have heard of no action on the part of the Chinese in opposition to the proposed legislation on Sunday labour. With respect to his statement of the danger of making 15,000 Chinese idle on Sunday, I think the numbers stated very ridiculous, and I am quite satisfied that not more than 15,000 people would be affected by the cessation of Sunday labour in the harbour. With respect to Sunday labour in treaty ports I can say that the British are the greatest sinners. And if I am not mistaken to specialise local lines I have no hesitation in naming the China Navigation Steamship Company as the greatest offenders in this respect. Ships sailed under the Chinese flag compare most favourably in respect to Sunday observance. I have no doubt the I. M. Customs statistics would prove what is here stated.

My sympathies are with "old Ryrie" in his anxiety with respect to a hot Sunday dinner. But as I understand the question, the Mercantile Marine Officers' Association are asking for "cessation of Sunday labour in the Harbour only."

I may venture to advise the Association I would suggest to them that there is a very large and influential shipping company which has a very large stake in Hongkong, namely the P. & O., and I think it would be wise on their part to approach the Managing Agent and obtain his views on the question which they have, so much at heart. Their steamers call at all the various ports where Sunday labour is prohibited, and their Agent might be able to give much information in regard to what action the Company would take concerning the question at issue.

I am sure the Mercantile Officers' Association has the heart-felt sympathy of every right-thinking individual, and it is sincerely to be hoped that they will in no wise allow the lukewarm and half-hearted professions of sympathy, expressed by the Chairman and various members of the Chamber of Commerce, to in any way damp their ardour or enthusiasm in the good cause which they have taken in hand, and in which it is to be hoped they will persevere with unabated energy, and combined effort, until the glorious boon is gained for the hard-faring Mariner.

Thanking you in anticipation for the favour of inserting this,

I am, Dear Sir,
Yours faithfully,
"BARNACLE."

Hongkong, 28th October, 1890.

NEWS BY THE AMERICAN MAIL.

LONDON, September 28th.

Being asked to account for his defeat, Brainerd McAniff answered, shaking his head sadly. "I can't account for it at all, except that Slavin was smart enough to put me to sleep. I have been fairly beaten, and there's an end of it all."

"I'll tell you how it happened," spoke up Billy Madden. "The fight was a terrific one for Slavin's outfit. Both men went in for boxing for all they were worth, and either man was liable to be knocked out at any moment if one of those terrible blows happened to strike the right place. That, unfortunately, is what happened to my man. If he had avoided Slavin's blow on his jaw it is quite possible that he himself would have knocked Slavin out the next moment. In any case it is inconceivable that such terrific fighting could last more than a very few rounds."

Madden thinks that if McAniff had fought in the second round as he did in the first he would have knocked Slavin out.

Richard K. Fox said there was no doubt that Slavin was the best man. Fox is ready to back Sullivan against Slavin for \$25,000.

The *Sportsman* says: "McAniff's arms were soft and dabby, and he appeared light below the knees, just where he required support. With fully two and a half stones to get off, he was at a great disadvantage in training, which weakened him considerably, and in some measure accounts for his collapse. Our opinion is that McAniff is too big and slow to shine as a pugilist."

The morning service at St. Paul's Cathedral was interrupted by a horrible tragedy. During the service a man named Easton, in the congregation, committed suicide by shooting himself twice.

John Morley, who has returned to England from a tour of investigation in Ireland, was asked yesterday to give an account of the affair at Tipperary and to describe his general experience in Ireland. He declined, however, to say anything about his trip, giving as a reason "his intention to make a speech Monday night at St. Helena," when he will tell the whole story of the condition of affairs in Tipperary, and the treatment to which the arrested Nationalists have been subjected. All that Morley would say in the meantime was that he had been consulting on Irish matters with Gladstone at Hawarden, and would return there to assist at a conference between the leaders of the Liberal party, which is to be held during the coming week.

A crisis is impending in the Scotch iron trade. The masters have given notice to the men of a general lock-out on October 31st, unless an amicable settlement of the dispute is effected in the meantime, of which there is no prospect at present. The fires in a number of furnaces are already out. The threatened stoppage of production has caused excitement in the iron market.

Antagonism in Portugal to the Anglo-Portuguese Convention is very marked. Baron Saldanha, who negotiated the treaty in behalf of Portugal, confines himself to his house for fear of popular violence.

PARIS, September 28th.

The *Gazette* says the English Government has purchased a large building at Port Said and is transforming it into a barracks and fortress, which will soon be occupied by British troops. This will give England possession of both ends of the Suez Canal.

The French Government is preparing an extensive expedition against Dahomey, with the object of compelling the King to submit to French authority.

St. Petersburg, September 28th.

Another attempt has been made upon the life of the Czar. This time the conspirators planned to wreck a train by which it was believed the

Czar intended to travel from St. Petersburg to Warsaw. An obstruction was placed upon the track in the shape of five sleepers, which were tightly wedged in between the rails. The train which was supposed to be carrying the Czar crashed into the barricade of sleepers and was thrown from the track.

No details of the affair have been obtained, and it is not known whether any arrests have been made in connection with the wreck.

BRISBANE, September 28th.

While the young King of Serbia, accompanied by his father, ex-King Milan, was returning from a drive to-day, a cartridge was exploded beneath the carriage. The authorities allege that the explosion was purely accidental. As far as can be learned no one was injured.

SYDNEY, N.S.W., September 28th.

A crowd of strikers to-day attacked the drivers of a number of vans loaded with non-union wool. The police dispersed the mob.

MELBOURNE, September 28th.

The strike of shearers is a partial failure. The employers at Sydney have issued a manifesto in which they declare that their refusal to hold a conference with the strikers is due to the bad faith of the unionists.

RIO JANEIRO, September 28th.

A decree has been issued by the Government authorising an unlimited issue of currency on a gold basis by national banks. Speculation is greatly increased.

ROME, September 28th.

The Italian Consul at San Francisco is to be transferred to Amsterdam.

CALAIS, September 28th.

Eighty lace factories here are closed, as a result of the strike.

ST. ETIENNE, September 28th.

The Miners' Federation in the Department of the Loire have decided upon a general strike on October 31st, if the men discharged for taking part in the June strike are not reinstated.

CHICAGO, September 28th.

The Anglo-American Packing Company's establishment at the stock yards was damaged by fire early this morning, to the extent of \$60,000. The fire was one of the worst the department has ever had to deal with.

KIUKIANG.

(FROM OUR OWN CORRESPONDENT.)

October 17th, 1890.

For weeks past there has gone up from all the country side a cry for rain; but day has succeeded day and the only answer to the cry is a cloudless sky. High winds have blown and the sky becomes overcast, the mountains being entirely concealed in the clouds; surely the rain will come now; but no! on the third day the old order of things is resumed. The officials issued proclamations to the effect that no animal was to be slaughtered, no fish caught, and no eggs taken, so that heaven might be propitiated. Suddenly all these articles of daily food disappeared from the streets and markets. However much the officials believed in these remedies the people evidently had little faith in them. All over the country pigs, chickens and ducks were killed as usual and secretly carried into the streets for sale. In walking along the street one might sometimes see an excited crowd gathered together scrambling pell-mell over one another and eagerly bent on getting or seeing something. On drawing near it soon appeared that some countryman had pork for sale, hence all the commotion. The Buddhists were invoked, worship and offerings were kept up at a lively rate. One might see a priest busily engaged in burning paper having on them the two characters for God, hoping that the smoke might be a sweet smell in the nostrils of *T'ien*. In another temple it was reported that a priest was under a vow to lie on the cold earth and eat no food till rain came. Surely all this would bring rain but no, still the fields became drier and drier for days and weeks. To-day the prevailing high east winds have suddenly dropped and a N.W. wind set in bringing clouds and a little rain and with the rain quite a cool temperature. The first approaches of winter are upon us, white suits have disappeared, windows are closed, people are talking of coal and fires; the seasons give victory—after the heat we welcome the cold, and after the winter we shall welcome the heat again.

St. Paul's Church, under the control of the Methodist Episcopal Mission is again open to public worship. Having been closed since the Chinese New Year for repairs: The floods of last year so damaged the building that it was necessary to tear a large part of it down and rebuild.

—N. C. Daily News.

NORTH BORNEO NOTES.

(FROM OUR OWN CORRESPONDENT.)

Sandakan, 18th October, 1890.

The reports I hear from nearly every estate in the district are extremely gratifying. The greater part of the crops are already housed, and will be finished by the time you get this, whilst preparations for next year are well advanced, the weather being very propitious.

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

BEDSTEAD AND BEDDING DEPARTMENTS.

"SPECIAL LINE."

DOUBLE BEDSTEADS with Best Quality PATENT WOVEN WIRE MATTRESS. TWO TOP MATTRESSES, BOLSTER, and TWO DOWN PILLOWS, COMPLETE, \$55. NEW CARPETS, CURTAINS, CORNICES and CORNICE POLES with latest Novelties for Window Draperies.

Samples, Estimates, and Designs forwarded on application.

A LARGE STOCK OF FURNITURE AND FURNISHING REQUISITES.

SHOW ROOMS, 37 & 39, QUEEN'S ROAD.

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO. & Co., Ltd.)

Hongkong, 23rd October, 1890.

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour. The TABLE D'HOTE will be supplied with the best market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES. WINES and LIQUORS of the best qualities and Brands only will be supplied. The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890.

We are following your lead in the matter of reclamation. The prevalence of sickness, owing to the smell from the mud when the tide ebbs, has caused the lot-holders to combine, and we expect that within six months the Government will have transformed the town from its present swampy state into a stretch of *terra firma*. The cost is estimated at \$60,000 to \$70,000.

Our Governor, Mr. C. V. Creagh, is expected to leave here for your Colony by the *Memnon* next trip. He is recovering from his broken collar-bone very satisfactorily.

Mr. Schneider, the manager of the Tobacco Company of British North Borneo, is in trouble and awaiting his trial on a charge of ill-using coolies. It is alleged by the laborers that whilst in a state of well, exaltation, he brandished them on the back with Roman numerals, No. 37, having to be stamped XXXVII. Mr. L. B. Beaufort is under orders to go to Darvel Bay and hold an inquiry into the matter.

Bishop Hose has been visiting this portion of his diocese, and is going on to Sarawak before returning to Singapore.

The greater portion of the last batch of coolies brought over by the *Memnon*—some 300 altogether—were despatched to Kudat, where they readily found employment.

The arrangements that I hear the Hongkong agents of the East Borneo, Songel Koyah, and Lang Planting Companies are making, to hand those concerns over to a London company, have been considerably discussed here. The general opinion is that the London investors will make a highly advantageous bargain, as present prospects indicate that the proposed preferential creditors will make a big haul. I hope that the rumored intention of some of the Hongkong capitalists to bid for the estates will be carried into effect, for the returns are bound to be big, and that at no far distant date.

KOREA.

Seoul, 29th September, 1890.

H.I.G.M.'s gaudiest *lith* has been at Chemo, and Captain Ailler, Lieutenant Ritter von Mann Tiedler, and Dr. Spiering, were recently the guests of Consul Krien for several days.

Owing to the reported discovery of a conspiracy against his life, His Majesty, it is said, will not follow the remains of the late Queen-Dowager to the grave, but will take leave of them inside the East Gate, and then return rapidly to the castle.

America's troops have once more been summoned to the Capital, sixty men from the *Minutemen* having come up from Chemo to see the heroic monarch to survive the burial of the Queen-Dowager. Obviously the country is ready for independence!

[A long and interesting account of the funeral ceremony of the Queen-Dowager, on October 12th, has reached us, but unfortunately too late for present issue. There were 20,000 processions, including troops, and some 20,000 spectators.]—Chinese Times.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Goddard, will be despatched for the above Ports, TO-MORROW, the 30th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAIR & Co., Hongkong, 29th October, 1890. [1492]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship

"PHRA CHULA CHOM KLAO,"

Captain A. Benson, will be despatched for the above Ports, on SUNDAY, the 2nd November, at DAYLIGHT.

For Freight or Passage, apply to YUEN FAT HONG, Agents. Hongkong, 16th October, 1890. [1499]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

THE Company's Steamship

"SOMLECH PHRA NANG,"

Captain J. Morris, will be despatched for the above Ports, on SUNDAY, the 2nd November, at 4 P.M.

For Freight or Passage, apply to YUEN FAT HONG, Agents. Hongkong, 29th October, 1890. [1500]

To-day's Advertisements.

THEATRE ROYAL.

CITY HALL.

SPECIAL! SPECIAL!!

FAREWELL TO LINCOLN.

FAREWELL TO LINCOLN.

"Laugh, and the world laughs with you."

"Weep, and you weep alone."

POSITIVELY

ONE NIGHT ONLY.

ONE NIGHT ONLY.

THIS EVENING, October 29th.

THIS EVENING, October 29th.

Mr. FRANK LINCOLN.

Mr. FRANK LINCOLN.

Mr. FRANK LINCOLN.

Mr. FRANK LINCOLN.

Who has just returned from a remarkably successful season in Shanghai and Japan, and who is en route to India, begs to announce his

LAST PERFORMANCE

LAST PERFORMANCE

in Hongkong.

FRESH YARNS! NEW SONGS!

ORIGINAL SKITS!

The Last Chance to Laugh with Lincoln.

THIS EVENING, October 29th, at 9 o'clock.

Prices 2s and 1s. Soldiers and Sailors, in uniform, 50 cents (back seats only).

Box Plan at KELLY & WALSH'S, Hongkong, 29th October, 1890. [1490]

THEATRE ROYAL.

CITY HALL, HONGKONG.

GRACIE PLAISTED'S "MY SWEET HEART" COMPANY.

TO-MORROW,

THURSDAY, 30th October,

Repetition, by Special request, and final Performance of

Bellini's Grand Opera

"LA SONNAMBULA."

With the kind assistance of Mr. C. H. GRACE and chorus of Amateurs as before.

SATURDAY, 1st November,

Offenbach's Comic Opera

"GIROFLE GIROFLA."

Box Plan at Messrs. KELLY & WALSH'S, CHAS. HARDING, Manager. Hongkong, 29th October, 1890. [1486]

GARRISON THEATRE,

NORTH BARRACKS.

THE "MILITARY HUMMERS"

will give

TWO PERFORMANCES

of Herman Melville's Comedy

"A L O N E,"

on

MONDAY and WEDNESDAY,

the 3rd and 5th of November, 1890.

Preceded, on Monday by

"SARAH'S YOUNG MAN,"

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC" will be despatched for San Francisco, via Yokohama, on MONDAY, the 3rd November, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco and return, \$225.00
To San Francisco and return, \$193.75
To Liverpool, \$325.00
To London, \$332.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA on THURSDAY, the 13th Nov., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Ports of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco, \$225.00
To San Francisco and return, \$193.75
To Liverpool, \$325.00
To London, \$332.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE MEDITERRANEAN, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 23rd day of November, 1890, at 11 A.M. the Company's Steamship "BRAUNSCHWEIG," Captain A. Meier, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 P.M. Specie and Parcels until 3 P.M. on 22nd November, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 27th October, 1890.

Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

BATAVIA.....[FRIDAY.....] Nov. 14th.
ABYSSINIA.....[THURSDAY.....] Dec. 4th.
PARTHIA.....[THURSDAY.....] Dec. 25th.
BATAVIA.....[SUNDAY.....] Jan. 25th.
ABYSSINIA.....[THURSDAY.....] Feb. 19th.

THE Steamship

"BATAVIA," Captain Williamson, sailing at NOON, on FRIDAY, the 14th November, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.
To Vancouver and Victoria.....\$210.00
To Port Townsend, Seattle, Tacoma.....\$213.00
To Portland, Oregon.....\$220.00
To Winnipeg, Minneapolis, St. Paul.....\$260.00
To Chicago, Kansas City, Milwaukee.....\$275.00
To St. Louis, Detroit, Cincinnati.....\$280.00
To Hamilton, Kingston, London (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington.....\$290.00
To Quebec, Boston, Portland (Maine).....\$295.00
To Halifax, St. Johns.....\$305.00
To Liverpool.....\$325.00
To London, via Liverpool.....\$330.00
To Paris and Bremen.....\$345.00
To Havre and Hamburg.....\$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets—First and second class only.—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Ports of Canada and U.S.A. will be granted, available for:—
6 months at 25 per cent. off Return Fare.
"50 per cent."

(Time is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Ports of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed to per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 27th October, 1890.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERMAN GULF PORTS, MARSHALLS, TRISTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAMSHIP NAVIGATION COMPANY'S Steamship "ROHILLA," Captain F. Speck, with Her Majesty's Mails, will be despatched from this Port for LONDON direct, via SUEZ CANAL, on THURSDAY, the 30th inst., at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAMSHIP NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 20th October, 1890.

Notices of Firms.

NOTICE.

I HAVE this day REMOVED to Nos. 45 and 47, Queen's Road Central.

A. DENISON, Civil Engineer, &c.

Hongkong, 28th October, 1890. [1495]

NOTICE.

DURING my absence from Hongkong Mr. J. R. MICHAEL will attend to my business.

E. H. GORE-BOOTH.

Hongkong, 28th October, 1890. [1494]

NOTICE.

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LD.

I HAVE this day resumed the duties of SECRETARY of this Company.

A. SHELTON HOOPER, Secretary.

Hongkong, 27th October, 1890. [1488]

NOTICE.

MR. JOHN HUGHES LEWIS is hereby authorised to sign our Firm per procurationem from this date.

DOUGLAS, LAPRAIK & Co., Agents.

Hongkong, 9th October, 1890. [1418]

Intimations.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

WINTER TIME-TABLE.

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
12 (noon) to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
3 to 7, 7.30 P.M. every quarter of an hour.

SATURDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.
12 (noon) to 2 P.M. every quarter of an hour.
3 to 7.30 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.

Hongkong, 21st October, 1890. [1698]

TOURISTS.

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unexcelled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., 16 Bund, Yokohama, next door to Farsani's Photographic Studio.

[27]

G. RENNIE STEWART, MANUFACTURER'S AGENT AND GENERAL COMMISSION MERCHANT.

12, D'AGUIAR STREET, HONGKONG.

AGENT FOR

J. & R. HARVEY & Co., Dundashill Distillery, Glasgow.
McKenzie, Driscoll & Co. Wine Shippers, Jerez de la Frontera, and Oporto.
Valencia Iron & Steel Co., Glasgow.
Pulmoner Engineering Co., London, Ice Machines.
Wilson & Baird, Engineers' Ironmongers, Glasgow.
Boyd & Robertson, Tweed Mills, Selkirk.
Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting up Machinery for Mills and Factories.

Illustrated Catalogues and Price Lists for all kinds of Engineering Machinery, Soda Water Machinery, Steam and Hand Saws, Machinists and Wood Working Machinery, Bottling and Corking Machines, Cooking Stoves and Ranges, Lamps, etc., Canned Goods, Felt and Felt Hats and Helmets, Paints, Oils, Varnish, Enamels, etc., etc.

Samples of Wines, Spirits, Woollen Goods, Linoleum, Floor Cloth, Machinery Belting in Leather, Rubber, and Patent Tanned Leather, Patent Scandinavian Belt Guides, Engine Packing, Rubber Sheets, Valves and Washers, etc., etc., can be seen and prices ascertained at the above address.

The Pulmoner Engineering Co.'s No. 1 Champion Hand Ice-Making Machine can also be seen and tried.

Hongkong, 28th August, 1890. [1230]

J. & R. HARVEY & Co., DUNDASHILL DISTILLERY, GLASGOW. Established 1770.

SCOTCH WHISKIES.

Finest Pure Malt Scotch Whisky.
O.H.M. Old Highland Malt Whisky.
F.O.S. Fine Old Scotch Whisky.
V.O.S. Very Old Scotch Whisky.

Messrs. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually. For Prices and Samples, apply to G. RENNIE STEWART, 12, D'AGUIAR STREET, Hongkong. Sole Agent for China and Japan. Hongkong, 28th August, 1890. [1220]

KUHN & CO., JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD. Hongkong, 21st July, 1890. [1072]

Geo. Fenwick & Co., LIMITED, VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880. Hongkong, 20th January, 1890. [150]

G. FALCONER & CO., WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS and BOOKS. No. 48, Queen's Road Central. [921]

Dr. Knorr's ANTIPIRYNE.

(Dose for Adults 15 to 35 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPIRYNE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China; Beware of spurious imitations!

Hongkong, 29th May, 1890. [443]

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROGERS), HAS REMOVED

from the Office formerly occupied by Dr. ROGERS to No. 18, D'AGUIAR STREET, (behind the Hongkong Club).

CONSULTATION FREE.

Hongkong, 25th October, 1890. [1481]

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION, HONGKONG.

Captain Samuel Ashton—President.

SPECIAL NOTICE!

MEETINGS of this Association will be held at the MARINE HOTEL, Praya West, every TUESDAY and FRIDAY, at 8.40 P.M. CHESNEY DUNCAN, Hon. Sec. Hongkong, 16th August, 1890. [1188]

CAUTION TO SHIPOWNERS AND CAPTAINS.

RAHTJEN'S ANTI-FOULING COMPOSITIONS. Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RAHTJEN himself is HARTMANN'S RAHTJEN'S and packages are marked with these words and Trade Mark an open hand in red.

REJECT ALL OTHERS. Agents in Hongkong F. BLACKHEAD & Co. Hongkong, 26th July, 1890. [1093]

W. S. MARTEN, ARTISTIC DECORATOR, AND HOUSE AND ESTATE AGENT.

2, DUNDALL STREET, HONGKONG. Hongkong, 6th April, 1890. [574]

NOTICE.

PATENT "GLACIER" WINDOW DECORATION for producing the effect of Stained Glass on Ordinary Windows.

The most permanent, most effective, and easiest to affix of all substitutes for Stained Glass, and yet the Cheapest.

MANUFACTURERS: M'CAW, STEVENSON & ORR (LTD.) LINENHALL WORKS, BELFAST, Ireland.

W. S. MARTEN, 2, DUNDALL STREET, SOLE AGENT FOR HONGKONG. Sample Window on view at Mr. MARTEN'S Office. Hongkong, 25th October, 1890. [1482]

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS: BOWENSTOWN, EAST POINT. OFFICE: 9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.

Hongkong, 1st May, 1890. [45]

NOTICE.

JAY'S SANITARY COMPOUNDS COMPANY, LIMITED. JAY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and Large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 10th June, 1888. [122]

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS, YAU-MATI ENGINEERING WORKS, KOWLOON.

OFFICE: No. 12, D'AGUIAR STREET. Hongkong, 25th August, 1890. [126]

SCOTT'S EMULSION OF PURE COD LIVER OIL.

With Hypophosphites of Lime & Soda. PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time. AS A REMEDY FOR CONSUMPTION, RHEUMATISM, NEURALGIA, GENERAL DEBILITY, COUGHS, AND ALL AFFECTIONS OF THE LUNGS, AND ALL WAITING DISORDERS OF CHILDREN, IT IS UNRIVALLED IN ITS RESULTS.

Prescribed and endorsed by the best Physicians. SOLD BY ALL CHEMISTS. Agents for China and Hongkong: Messrs. A. S. WATSON & Co. (Limited), Hongkong, 10th December, 1889.

To be Let.

TO BE LET.

THREE HOUSES at Wild Dell Buildings, Wanchai Road.

A BUNGALOW and HOUSE on the Upper Richmond Road.

No. 1 RICHMOND TERRACE, Six Dwelling Rooms, English Kitchen, Fowl House, Conservatory, and well shaded Tennis Lawn.

Apply to HENRY HUMPHREYS.

TO BE LET OR SOLD, On favourable terms, with Immediate Possession.

EIGHT HOUSES at "Mountain View," Peak District, near Plunkett's Gap.

If sold part of the Purchase money can remain on Mortgage.

Apply to JOHN A. JUPP.

36, Queen's Road Central, Hongkong, 4th October, 1890. [1146]

TO LET.

FROM the 1st November next, Nos. 6 and 9, UPPER MOSQUE TERRACE.

For particulars, apply to H. & J. SAMPSON.

No. 7, Connaught House, Hongkong, 2nd October, 1890. [1382]

TO LET.

TWO Comfortable and well furnished Bed Rooms, with or without board.

Apply to Nos. 23 & 25, QUEEN'S ROAD EAST.

Hongkong, 27th September, 1890. [1319]

TO LET.

OFFICES at No. 17, Praya Central (above Messrs. Douglas, Lapraik & Co.'s Premises).

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., LD. Hongkong, 23rd October, 1890. [1346]

TO LET.

FIRST FLOOR of HOUSE, 15, Praya Central.

2ND FLOOR of HOUSE, No. 64, Queen's Road Central.

Apply to LAI HING & Co., No. 153, Queen's Road Central. Hongkong, 22nd March, 1890. [469]

TO LET.

NOS. 7, 9 & 11, SEYMOUR TERRACE, No. 4, OLD BAILEY STREET. OFFICES and CHAMBERS in Connaught House, Queen's Road Central.

OFFICES in Victoria Buildings, TUSCULUM, MAGAZINE GAP, No. 3, GOUGH HILL, The Peak, Furnished.

Apply to DAVID SASSOON, SONS & Co., Hongkong, 10th October, 1890. [123]

For Sale.

KUN LUN, No. 9, WYNDHAM STREET.

CHINESE PORCELAIN WARE and CURIOS, &c. CHINESE EMBROIDERIES, EMBROIDERED MANDARIN CLOTHING, &c. Prices very moderate. Hongkong, 25th October, 1890. [1484]

NOW READY.

A SECOND EDITION OF THREE THOUSAND COPIES OF "THE LAW OF STORMS IN THE EASTERN SEAS," (by W. Dobrich, Director of Hongkong Observatory).

THIS useful work has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years.

The pamphlet is issued at One Dollar, and may be obtained from Messrs. Kelly & Walsh, Limited, Hongkong.

"Lane, Crawford & Co." "G. Falconer & Co." "C. J. Gault & Co." "F. Blackhead & Co." "Hermann, Herbst & Co." "More & Selmand."

Mr. W. Brewer, The Hongkong Trading Co., Ltd. Mr. M. F. da Silva, Canton. Messrs. de Mello & Co., Macao. Mr. N. Moale, Amoy. Messrs. Hodge & Co., Foochow. Messrs. Kelly & Walsh, Limited, Shanghai. Messrs. Kelly & Walsh, Limited, Yokohama. Rev. S. J. Smith, Bangkok. Messrs. Sayle & Co., Ltd., Singapore. Messrs. Amelie Price & Co., Paris & London.

"HONGKONG TELEGRAPH" OFFICE, Pedder's Hill.

Hongkong, 17th September, 1890.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS. CHARTS and BOOKS.

Sole Agents for Louis Audemars' Watches, awarded the highest Prizes at every Exhibition, and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. No. 8, Queen's Road Central. [614]

CARBOLINEUM AVENARIUS, (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes, and Ship's Tackle. May be applied to Beams, Floors, Walls, Ceilings, Wooden Ornamentals, Eyes, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls painted with it, and entirely prevents the crumbling away and decay of both stone and bricks.

While ants do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the greatest success, as proved by numerous Testimonials from living authorities.